

# The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No 5047

庚六十月二十一年十三號光

WEDNESDAY, JANUARY 10, 1906.

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$8,500,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman  
A. HAUPP, Esq., Deputy Chairman  
Hon. C. W. Dickson, F. Salinger, Esq.  
E. Goetz, Esq. E. Shulman, Esq.  
C. R. Lenzenmann, Esq. Hon. R. Stewart  
G. H. Medhurst, Esq. N. A. Siebs, Esq.  
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH,  
MANAGER  
Shanghai—H. E. R. HUNTER,  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent  
per annum on the daily balance.

ON-FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
J. R. M. SMITH,  
Chief Manager,  
Hongkong, 16th November, 1905.

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager,  
Hongkong, 1st May, 1902.

DEUTSCH ASIATISCHE BANK,  
AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI,  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin Calcutta Hankow Peking  
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft

Deutsche Bank S. Bleichroeder Berlin  
Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie  
Robert Warschauer & Co.  
Mendelsohn & Co.

M. A. von Rothschild & Sohne Frankfurt  
Jacob S. H. Stern a.m.  
Norddeutsche Bank in Hamburg, Hamburg  
Sal Oppenheim Jr. & Co. Koch

Bayerische Hypotheken und Wechselbank  
Muenchen

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,  
THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

DEUTSCH BANK (BERLIN), LONDON AGENCY,  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

HUGO SUTER,  
Sub-Manager,  
Hongkong, 9th September, 1905.

[24]

For 12 months 4 per cent. per annum.

For Fixed Deposits for 12 months 4 per cent.

For 6 months 3½ per cent.

For 3 months 3 per cent.

For 1 month 2½ per cent.

H. PINCKNEY,  
Manager.

Hongkong, 9th September, 1905.

[20]

INTEREST ALLOWED on CURRENT  
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For 3 months 3 per cent.</p

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338 "	G. F. Morrison, R.M.
" " "FATSHAN,"	2,260 "	R. D. Thomas.
" " "HANKOW,"	3,973 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lissius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
-------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 3 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
------------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

## THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
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" " "NANNING,"	569 "	C. Butchart.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak Hing, Single \$12.50. Return \$21.00.

Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
1 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

STEAMERS.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
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## (Subject to Alteration).

R.M.S. "ATHENIAN" 2,440 Tons. LEAVE HONGKONG WEDNESDAY, Jan. 24, 1906. ARRIVE VANCOUVER, Feb. 17.

" " "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, Feb. 7. ARRIVE VANCOUVER, Feb. 28.

" " "TARTAR" 4,425 Tons. WEDNESDAY, Feb. 21. ARRIVE VANCOUVER, Mar. 17.

" " "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, Mar. 7. ARRIVE VANCOUVER, Mar. 28.

" " "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, Mar. 28. ARRIVE VANCOUVER, April 18.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOREA, YOKOHAMA, VICTORIA, connecting at VICTORIA with the COMPANY'S MASTALIAN OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Hongkong to London, 1st Class, \$120. via St. Lawrence \$60. via New York \$62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail \$40. " " "62.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Hongkong, 10th January, 1906. Corner Pedder Street and Praya, opposite Blaek Pier. [13]

## HAMBURG-AMERIKA LINIE.

## OBSTAGTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

AMERIA HAVRE and HAMBURG. 17th Jan. Freight.

BRISGAVIA (Calling at SPORE, PENANG & COLOMBO). 24th Jan. Freight.

Russ. HAVRE, BREMEN and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).

ALESIA HAMBURG and STETTIN. 31st Jan. Freight.

RHENANIA\* (Calling at SPORE, PENANG & COLOMBO).

Förck HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).

SPEZIA HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).

SAMBIA HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).

SCANDIA\* HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).

v. Dühnen HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).

SILESIA\* HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).

ANDALUSIA (Calling at SPORE, PENANG & COLOMBO). About 1st Feb. Freight.

Filler (Calling at SINGAPORE and COLOMBO). About 12th Jan. Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin midships. Lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, King's Buildings.

Hongkong, 10th January, 1906.

## HOTEL CRAIGIEBURN,

PLUNKETT'S GATE, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

## PORTS IN THE LEVANTINE, BLACK SEA AND BALTIc PORTS;

## ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

B. Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG

## (SUBJECT TO ALTERATION.)

## STEAMERS.

GNEISENAU WEDNESDAY, 17th January.

ROON WEDNESDAY, 31st January.

PREUSSEN WEDNESDAY, 14th February.

ZIETEN WEDNESDAY, 26th February.

PRINZESS ALICE WEDNESDAY, 12th March.

BAYERN WEDNESDAY, 28th March.

PRINZ REGENT LUITPOLD WEDNESDAY, 11th April.

PRINZ EITEL FRIEDRICH WEDNESDAY, 25th April.

SACHSEN WEDNESDAY, 9th May.

PRINZ HEINRICH WEDNESDAY, 23rd May.

ROON WEDNESDAY, 6th June.

PREUSSEN WEDNESDAY, 20th June.

ZIETEN WEDNESDAY, 4th July.

OLDENBURG WEDNESDAY, 18th July.

## SAILING DATES.

WEDNESDAY, 17th January.

WEDNESDAY, 31st January.

WEDNESDAY, 14th February.

WEDNESDAY, 12th March.

WEDNESDAY, 28th March.

WEDNESDAY, 11th April.

WEDNESDAY, 25th April.

WEDNESDAY, 9th May.

WEDNESDAY, 23rd May.

WEDNESDAY, 6th June.

WEDNESDAY, 20th June.

WEDNESDAY, 4th July.

WEDNESDAY, 18th July.

ON WEDNESDAY, the 17th day of January, 1906, at Noon, the Steamship GNEISENAU, Capt. Bolte, with MAIls, PASSENGERS, SPECIE and GARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE,

## VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-

SHOEHE, MATUPI, BRISBANE, SYDNEY and MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

## (Subject to alteration).

## STEAMERS.

## TONS.

## SAILING DATES.&lt;/div



## Intimations:

E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - \$16.50.

A. S. WATSON &amp; CO.,

LIMITED.

WINE &amp; SPIRIT

MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

34

GREGOR &amp; CO.,

19, QUEEN'S ROAD CENTRAL.

CHAMPAGNES

PERINET

AND

FILS.

RHEIMS-CHAMPAGNE.

MODERATE IN PRICE, AND

ABSOLUTELY

GRAND VINS.

Hongkong, 27th July, 1905.

[36-18]

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional, The daily issue is delivered free when the address is accessible to messenger. The payment by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.  
At Singapore, on New Year's day, the wife of E. F. H. EDIN, of a son.

MARRIAGE.  
On 27th December at Singapore, WILLIAM J. COPE, B. N. Barone, to EMILY LAURA, younger daughter of the late J. NIMMO Wardrop of Brightside, Bulthorpe, N. B.

The Hongkong Telegraph  
HONGKONG, WEDNESDAY, JANUARY 10, 1906.

THE HEALTH OF HONGKONG.

follow, then vaccination must be popularised, and it is left to the medical authorities to devise a scheme which will attract the masses to the laboratory. And now we turn to the somewhat gruesome subject of the death statistics for the year. The President, in his address on the occasion of the first meeting for the year, remarked that the death-rate of Hongkong in 1905 had been 17.4 per 100, so that the return of 16.7 in 1904 still remains the lowest on record in the Colony. This percentage compares very favourably with that of any of the large towns in England, Scotland or Ireland, and is most satisfactory in every respect. Still, it is curious that Hongkong has in outside quarters an unenviable name as a health resort. The taint of the plague clings to it, and there is often an uneasy suspicion in the minds of visitors that the fair outward appearance is but a cloak for a foul interior. How utterly absurd and ridiculous that idea is must be apparent from the returns of the Sanitary Board, which are beyond dispute. In a population of some 300,000 there were only 304 cases of plague, a negligible trifle from the point of view of those who keep themselves, their households and their surroundings in a sanitary condition. On the whole, the result of the proceedings at the Sanitary Board yesterday were satisfactory, and we can only hope that there will be as little cause for complaint in the future, as there was yesterday.

## LOCAL AND GENERAL.

The death is announced in Singapore of Mr. Thomas S. Butler, of the "Sailor's Home there. He died on New Year's Day.

IN THE CASE AGAINST THE S.S. "PAUL BEAU," IN SUMMARY JURISDICTION, THERE BEING NO FURTHER EVIDENCE TO ADDUCE ON EITHER SIDE, HIS HONOUR, THE CHIEF JUSTICE, RESERVED HIS JUDGMENT.

A CHARMING calendar, in three pieces, with the American girl, as seen by Mr. C. T. Monks, as the chief or centrepiece, has been sent to us by the Vacuum Oil Company.

SIS Ewen Cameron has not been so well lately and has had to undergo a small operation in the back. He is now progressing well and was expected to leave for Egypt early in the new year.

A TERRIBLE account of the lynching of a young revolutionary Jewess, who was found travelling with revolvers and cartridges and literally torn to pieces, is given in the St. Petersburg papers.

I WANTED to borrow the watch, but finding he was absent I took the watch to pawn," said Chan Po, at the Police Court this morning, when charged with stealing a watch and chain from the cook's quarters at the Yaumatei Police Station, on the 3rd instant. Mr. F. A. Hazelab, sentenced, the defendant to three weeks' hard labour and in lieu of one day to be expended in the stocks for six hours.

A JAPANESE fireman employed on board the s.s. "Nippon Maru" was prosecuted this morning, at the Police Court, at the instance of Inspector Langley, for aiding and abetting two men to stowaway, and bringing them into the Colony on the 6th instant. Two Japanese were next charged with stowing away on board the said ship without the permission of the captain or owners. The case was adjourned until to-morrow.

ON THE Military Hockey ground at Happy Valley yesterday afternoon a hockey match was played between the Royal Artillery and the 119th Infantry. The game commenced fast and soon the score was two all, but the Indians again showed their strength and at half-time they were leading by four to three. The Artillerymen played a better game. In the second half, their backs putting up a strong defence. The Infantry ultimately won by five goals to three.

THE STANDARD CHINA COMPANY, with a capital of \$100,000 in £1 shares, is formed to acquire lands, mines, mineral grants, mining rights, concessions, &c., in any part of the world, particularly in Yunnan, or elsewhere in China to adopt an agreement between E. Camponer of the first part, P. Gantarelli of the second part, R. Laudi of the third part, A. Vautier of the fourth part, and R. de P. de Magondieu of the fifth part, and to carry on the business of miners, prospectors, explorers, &c.

A CHINESE coolie employed at the Hongkong and Kowloon Wharf and Godown Company at present lying in the Government Civil Hospital in a very critical condition, as a result of an accident, and very little hope is entertained for his recovery. At about four o'clock yesterday afternoon he was engaged with other coolies in removing logs of wood. In doing so a piece of iron, which he was using as a lever, slipped, and the coolie fell, and smashed his skull on the curb-stone. He was removed in an unconscious state by the police.

MURKIN, Workman, Clark and Company launched on 29th Nov. at Belfast, the large, twin-screw steamer "Bellerophon," which has been constructed for the Ocean Steamship Company, Limited, of Liverpool. The vessel has a gross tonnage of upwards of 9,000, and is one of four that are being built of the same class for these owners. The propelling machinery, constructed by the builders, consists of two sets of triple-expansion engines, with steam from double-ended multitubular boilers working at a pressure of 190 lb. per square inch.

## TURF TOPICS.

10th January.

It was a miserable lookout for those who started to go to the Racecourse this morning. A heavy fog obscured everything. It was one of those muggy fogs which reminded one of London in November rather than Hongkong in January.

But it is wonderful what an interest in horse-racing will go, and to what lengths an enthusiast will go, what he will endure rather than miss the morning gallops.

When we arrived at the course, a dense bank of fog lay over the track, so that you could hardly distinguish anything.

Then the ponies were late, and it was difficult to recognise them, unless they had special colours or marks. Of course there is always somebody at hand to point out this or that horse, but even the quid nuncs were at fault today.

Little wonder then that we were all a trifle grumpy and hard to please; little wonder that the coffee lasted raw, and the confectionery soppy. On the whole, however, it was a fairly cheerful party which assembled on the ground, but there was a lot of guessing done, and if some mistakes are made in the following list I hope I shall be excused.

The list is appended with the times:

J. R. M. Smith's sub, 1 mile; 35, 1.08, 1.44.

Cruickshank's and Forrest's sub, 1 mile, 39,

1.16 2/5, 1.54, 2.28 2/5.

Copper King, 1 mile, (7), (7), 33, 1.04 4/5.

Goliath's 2 subs, 1/2 mile, 40, 1.12.

Rose's and another sub, 1/2 mile, (7), 33 2/5, 1.67.

Bolles's sub, 1/2 mile, 35, 1.09, 1.43.

Forward and Bank's bay sub, 1 mile, (7), 39, 1.14 4/5.

Banzi's 1 mile, (7), (7), 36, 1.10 4/5.

Babington's sub, 1/2 mile, 40, 1.50, 2.22 2/5.

Humphreys's sub, 1/2 mile, 36, 1.12, 1.48.

Dickson's sub, 1 m, 7, 34 1/5, 1.13 1/5, 1.51 1/5.

Syce King, 1 m, 32.

Mody's blk. sub, 1/2 m, 37, 1.10.

Mikosch and dun. sub, 1/2 m, 3, 2, 39, 1.34, 1.48.

Patterson's sub, 1 mile in 2.20.

Potts's 2 subs, 1 m, 7, 41, 1.21, 1.52.

Reincalce, 1 m, 7, 36, 1.12, 1.45 2/5.

Black Cherry, 1 m, 38 3/4, 1.18 2/5, 1.58 2/5, 2.31.

Grafton and Ellis Kadoorie's derby griffin, 4 m, 47, 1.20, 1.53 cantering.

C. P. Chater's sub, 1 m, 36, 1.09, 1.40 2/5.

Craig's sub, 1 m, 39, 1.18, 1.51 1/5.

## EARLY BIRD.

A dull morning. A thick and heavy fog enveloped the whole course and at first it was impossible for the lookers-on to make out what was going on. When the ponies got past the football stand they entirely disappeared from view. At about seven o'clock grey streaks appeared in the skies, the light gradually got better thus enabling the various "time-tickers" to get to work.

The attendance was good and it must be said that the griffins are improving daily. There are some handsome gallopers among them, and they move with great ease and exhibit fine form.

The best galloper for the morning must be credited to Messrs. C. P. Chater's and G. C. Moxon's griffins. They moved well and covered the distance they were put to in good time.

I append below the names of owners of ponies and the times I "clocked":—

Mr. J. R. M. Smith's No. 45. Three-quarters of a mile, 1.42 2/5; last quarter 34 sec.

Messrs. Forrest's and Cruickshank's sub, one mile, 40, 1.17, 1.54; 2.28.

Mr. J. R. M. Smith's No. 24. Last half-mile, First quarter 36, second 1.08.

Mr. Babington's griffin. One mile, 39, 1.14, 1.50; 2.21.

Mr. H. H. Humphreys's donkey-tailed pony rattled off the last quarter of a mile in 35 seconds.

Mr. C. P. Chater's griffin, three-quarters of a mile, last quarter 3 2/5; full time 1.40.

Mr. H. N. Mody's bay sub. Half-mile 1.40, last quarter 35.

Mikosch (Cruickshank up) and Cruickshank's chestnut sub, one mile and a quarter, 42, 1.21, 2.00, 2.34, 3.7.

Mr. H. N. Mody's Black Cherry, one mile, 40, 1.30, 2.33.

Mr. A. Babington's sub, one mile, 2.22, last quarter 31 2/5.

Mr. Ellis Kadoorie's derby griffin (bay) went with Grafton (Geggup) three-quarters of a mile, 41, 1.20, 1.52.

The late Mr. H. Rose's dun, three-quarters of a mile, 1.52, last quarter 34.

Ca-Canny, three-quarters of a mile, 1.44, last quarter 31.

Hon. Mr. C. W. Dickson's, two subs, one mile in 2 min, 23 sec.

Mr. Geo. Potts's grey sub, three-quarters of a mile, 37, 1.14, 1.43.

Mr. H. N. Mody's bay sub. Half-mile 1.40, last quarter 35.

Mikosch (Cruickshank up) and Cruickshank's chestnut sub, one mile and a quarter, 42, 1.21, 2.00, 2.34, 3.7.

Mr. H. N. Mody's Black Cherry, one mile, 40, 1.30, 2.33.

Mr. A. Babington's sub, one mile, 2.22, last quarter 31 2/5.

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The late Mr. H. Rose's dun, three-quarters of a mile, 40, 1.18, 1.52; last quarter 34.

Ca-Canny, three-quarters of a mile, 1.44, last quarter 31.

Hon. Mr. C. W. Dickson's, two subs, one mile in 2 min, 23 sec.

Mr. Geo. Potts's Norman King, half a mile, 1.10.

The late Mr. H. Rose's blue dun, three-quarters of a mile, 40, 1.18, 1.52; last quarter 34.

Mr. D. Dorabjee's black (No. 12), went one mile and a quarter, last three-quarters 40, 1.18 2/8, 1.53.

Mr. D. Macdonald's Highland Laird, one mile, 2.19, last quarter 33.

The late Mr. H. Rose's dun and Bolles's sub, went together, three-quarters of a mile, 1.42, last quarter 35.

Mr. H. N. Mody's black (No. 12), went one mile and a quarter, last three-quarters 40, 1.18 2/8, 1.53.

Mr. D. Macdonald's Highland Laird, one mile, 2.19, last quarter 33.

The late Mr. H. Rose's dun and Bolles's sub, went together, three-quarters of a mile, 1.42, last quarter 35.

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Mr. D. Macdonald's Highland Laird, one mile, 2.19, last quarter 33.

The late Mr. H. Rose's dun and Bolles's sub, went together, three-quarters of a mile, 1.42, last quarter 35.

Mr. H. N. Mody's black (No. 12), went one mile and a quarter, last three

## TELEGRAMS.

[Reuter's].

## The Elections.

SIR CAMPBELL-BANNERMAN'S ADDRESS.

London, 8th January.

Sir Henry Campbell-Bannerman, in his electoral address, says: "By renouncing the undesirable characteristics which we formerly detected in their foreign policy, the Unionists have made it possible for us to pursue a substantial continuity of that policy, without departing from the friendly, unprovocative methods of past Liberal Governments."

"It will be our duty to uphold economy, self-government, civil and religious liberty, and free trade to repair as far as possible the mischief wrought in recent years, and to secure social and economic reforms."

## Great Britain and Germany.

Later.

Meetings continue to be held in Germany in favour of friendly relations with Great Britain.

## France.

At the triennial elections for the Senate, M. Jaurès, the socialist, and his colleagues were badly beaten.

## The Dissolution of Parliament.

The King signed the decree for the dissolution of Parliament yesterday.

## PRINCE ARTHUR'S RECEPTION.

## PROVISIONAL PROGRAMME ARRANGED.

The Reception Committee appointed to make arrangements for according a fitting welcome to H. R. H. Prince Arthur of Connaught—who bears the insignia of the Order of the Garter to the Empereur of Japan—expected to arrive in Hongkong in the early part of next month, have held several meetings, and an elaborate programme, worthy of the Colony and its pre-eminence in the naval and mercantile world, has been drawn up. The final touches, however, have first to be given, details filled in, and the whole arrangements completed, but a meeting will be held shortly at which the programme will be adjusted. It is understood that Hongkong's welcome, if carried out on the lines proposed by the Reception Committee, will be of an imposing character, and include a variety of events which are expected to commend themselves to His Royal Highness.

## THE BRITISH FLEET'S VISIT TO SAIGON.

## ROUTE BEING ARRANGED.

It is announced in the Saigon papers that arrangements have commenced for giving a royal welcome to the cruiser squadron under Admiral Sir Gertrude U. Noel, on the occasion of its visit this month. As already stated, the squadron consists of the *Dreadn*, flagship, *Argus* and *Suffolk*. The Cercle Spécial Saigonais have organised a grand sword display, in which the chief exponents of the art of fencing will take part. The winner of the bouts will receive a medal provided by the Académie Dépêche de Paris entitling him to designate himself champion. Several contests will be held, and at the close there will be a grand fight at the Philharmonique, where a brilliant fete has been arranged for the occasion.

## HONGKONG'S DEATH-RATE.

## A CORRECTION.

The Hon. Dr. Francis Clat, President of the Sanitary Board, writes to say: I regret to find that owing to a small error in the calculation of the total Chinese death, our general death-rate for 1905 was 17.4 per 1,000 instead of 16.7, as stated by me yesterday. Therefore 1904 with its death-rate of 16.9 remains the lowest on record for the present. The rate for Chinese taken separately was 17.4, and for non-Chinese 17.5.

## QUEUCUTTING MYSTERY.

## A CHINESE EDITOR'S STATEMENT.

When news reached Hongkong that natives, both men and women, were losing their queues in Canton and could not account for it, people grew doubtful as to the truth of the story. A very enterprising Chinese editor in Hongkong, who at first believed the story, went down to Canton to inquire into the affair. Speaking to a *Hongkong Telegraph* reporter this afternoon the gentleman in question said: "The story of the queue-cutting in Canton at first appeared doubtful to me, but when I went to that port, and saw several men and girls, who had had their hair-cut, I believed it to be a fact. Victims are daily going to the police department reporting the 'outrage,' but they cannot state how, when, or where they became queueless. A petition has been forwarded to the mandarins by the people to take the matter up, and to try to effect the arrest of the scoundrels who are the perpetrators of the deed."

## A JAPANESE SHIPPING COMBINE.

It is stated that the Japan Shipowners' Association has for some time past had under-contemplation the formation of a shipping combine. The scheme was temporarily dropped during the war in consequence of the ships having been chartered by the Government, but in view of the majority of the ships having now been released the Association has decided to carry out the scheme. It is also reported that the shipowners in China and the South Seas have signified their intention of participating in the combination. The Association possesses about one hundred and eighty ships with an aggregate tonnage of some three hundred and fifty thousand tons, so that the combination is able to command a capital of no less than twenty million yen. The combine intends to carry on coasting traffic in Japan, China and Korea, as well as foreign services.—*Kobe Herald*.

## HONGKONG BUTTERFLIES.

## A STANDARD AUTHORITY IN THE MAKING.

The enthusiasm of the specialist in a particular branch of study was never better exemplified than in the case of Mr. J. C. Kershaw, F. E. S., F. Z. S., who is now completing, in a series of part issues, his examination into the character and life-habits of the butterflies which are to be found in Hongkong and South-East China. Mr. Kershaw may have taken up this branch of scientific investigation in the spirit of the amateur, but this production, of which we have received the first two parts, is the work of an authority. When the volume is completed, it will undoubtedly rank as the standard authority on butterflies in this corner of China. Mr. Kershaw has devoted an immense amount of trouble upon his research into the species and characteristics of the butterflies which roam in Hongkong and South-East China, and the result is seen in a magnificent publication whose value and importance can best be appreciated by experts. And he has enriched the tangible returns of his explorations in this particular domain of science in most beautiful form, commensurate with the varied beauties with which he deals. If Mr. Kershaw has made this subject a life-study, and there really seems no reason to doubt it—for none could collect and collate the facts he has gathered in any haphazard or promiscuous fashion—he has certainly gained the reward of his toil, in winning recognition as the standard authority on the subject.

In a sheet which accompanies the first part, Mr. Kershaw modestly says that "this is an attempt to give a popular but accurate account of the butterflies in this part of the world, with, whenever possible, a life history of each insect." But who ever met the enthusiast, as Mr. Kershaw certainly is, who, being saturated with his subject, could be absolutely popular in the accepted term? Mr. Kershaw does not go on for wonderful language or an excess of technical terms, but he is none the less explicit and none the less displays his erudition.

A more interesting prefatory note we have seldom read. The author rethinks that: "Though within the Northern Tropic, Hongkong, Macao, and the adjacent country exhibit little of the luxuriance of vegetation usually associated with a tropical climate. This, however, is owing to the district being burdened with a poor and dense population who destroy the vegetation and gather up the mould-forming materials for fuel. The climate for the greater part of the year is hot and damp; the landscape chiefly rain-swept, sun-burned hills, intersected by valleys mostly cultivated as wet rice-fields, but with patches of sweet potato and other vegetables, whilst dirty, crowded villages lie in every direction at the foot of the hills. Most of these are very barren, some boulder-strewn and scantily covered with coarse grasses and stunted undergrowth, others scattered over with the small shrubs on the hills of S. China. Here and there, chiefly at the back of the villages or on isolated hills specially devoted to the ever-present 'horse-shoe' graves, are small clumps of trees or bushes, continually lopped and hacked by the villagers, except the few, generally banyans, preserved as 'joss' trees, the trunks bedecked with red paper and the usually dirty and tawdry paraphernalia arranged on a dilapidated altar beneath their shade. A few of the Buddhist monasteries, however, are sheltered by really fine forest trees." Here, then, Mr. Kershaw is revealed in the pursuit of his hobby—using the word in its best sense; not scampering wildly hither and thither after chance insects, but calmly, evenly investigating, en-jing the scenery as he goes, inspecting everything. Mr. Kershaw is the Ixak Walton in the realm of butterflies. After referring to birds, he remarks that butterflies "are both numerous and brilliant and strike even an indifferent observer." One noteworthy feature about the butterflies, or, at least some species, is that they fly higher and flatter at a speed which quite eclipses their English relatives."

Mr. Kershaw refers in a succinct paragraph to the climatic conditions of Hongkong and Macao, and in an interesting conclusion he says—"As the number of species described is the result of some, seven years' collecting, the species new to this list which are sure to be added by degrees will probably, scarcely affect the generic features, here presented, of the butterfly fauna found on a wide strip of coast extending from Hainan to the Chusan Islands. It may perhaps be thought that too much space is devoted to the very common insects, but these are really more important than the butterflies which are rarely seen, partly because they add infinite life and charm to the country, and partly because they are generally of more value in elucidating many most interesting questions concerning the past history of the world." There speaks the artist, and one can understand how absorbingly interesting Mr. Kershaw must be as a companion when after his butterflies.

The species described are illustrated by coloured plates by Hentschel, from the originals which were coloured out here from the fresh specimens, and they are wonderfully beautiful. They are works of art, and will, we have no doubt, be issued as supplements with family magazines when publishers see their beauty. In parts I and II there are five coloured plates, printed in London. Crown folio is the size of the volume, and the description of the insects is printed in clear, large type on fine, old-fashioned paper—a delight to the touch and the eye. Altogether Mr. Kershaw has produced a publication which must add fresh laurels to his name. It occurs to us, such an authority on insects might well be requisitioned to set the Hongkong Museum in order and arrange the somewhat chaotic collection which repose there.

"Butterflies of Hongkong and S. E. China" is published by Messrs. Kelly and Walsh, at 52 per part; it is expected there will be about six parts and we would strongly recommend all who are interested in these matters to obtain part I—if they do so, they are certain to subscribe to the remainder of the series."

## MACAO NOTES.

## [From Our Own Correspondent.]

Macao, 8th January, 1906.

## A LARGE CONFLAGRATION.

On the night of Thursday last, there occurred a large conflagration in the district of Tarrafeiro in the native bazaar. As a result several Chinese shops were completely gutted; two of these are insured in fire insurance companies at Hongkong. It is reported that the outbreak originated in one of the shops covered by insurance. No sooner started than the fire spread with great rapidity. Owing to the narrowness of the streets, the flames leaped across the road and soon ignited the houses on the opposite side of the burning buildings. Thanks to the sustained efforts of the fire-fighters and the men in charge of the manual engines as well as the officers directing operations, the fire was confined to a restricted area. Some Chinese firemen were conspicuous for their bravery on this occasion. They climbed to the greatest heights on adjoining buildings in closest proximity to the actual seat of the fire and at great personal risk directed their efforts towards extinguishing the conflagration. The inadequacy of the appliances for efficiently coping with an outbreak of fire in this city has once again been brought into prominent notice. It is also matter of general comment that the Government should devise some improved plan for the widening of the streets in the native section of the city.

## THE STA CASA BOARD.

The Metropolitan Government has decreed that the Board of the Santa Casa de Misericordia shall, in future, consist of five members: three to be nominated by the Governor, and the other two to be elected by the members of the institution. Under the re-organised Board, the Government will control the majority of votes in all matters arising for consideration.

Being Government nominees those members will be so many puppets answering in the fancies and whims of the wire-pullers in Lisbon, who, for the most part are ignorant of the requirements of the Colony, and whose one purpose is ostensibly the draining of the colonial funds—whether belonging to the public exchequer or private benevolent institutions—for the furtherance of ends whose benefits are seen only in the home country, to the detriment of the development and material prosperity of Macao. This latest official interference with the administration of the Santa Casa is generally resented. The institution is a very old-established one; its foundation dates back a couple of centuries ago. The promoters were actuated by most benevolent intentions.

The direction of its affairs has been vested for all these years in the hands of its members, who devoted their time and energy gratuitously for the good of the poor. The directors hold office for one year and are elected by popular vote. It is true that at one time of its history the administration was not above reproach; but nothing can be said but good of the directorate within recent years. There have been party disputes, but on the whole the funds have been judiciously appropriated and honestly administered.

## EDUCATION.

The annual distribution of prizes to pupils of the municipal schools was held on Sunday at the Senate House. The Governor apologised for not presiding at the function on account of a slight indisposition.

The Bishop of Macao was to have presided in H.E.'s absence, but at a late hour His Lordship sent word regretting his inability to be present owing to indisposition also. Mr. A. J. Basto, the popular president of the Council, delivered a long and brilliant address. In the course of his remarks he regretted the non-existence of a Press in this city which might be the instrument for ventilating the grievances and urging upon public attention the requirements of the Colony. As President of the Municipal Council it devolved upon him to render an account of his stewardship to his electorate. He regretted also the want of a good commercial school which would fit the youth of the Colony to earn their living in the great commercial centres of the East.

The speaker praised the numerous schools of Hongkong, Japan and China which were so equipped as to enable their scholars to fit themselves for different careers and various occupations in after years. He read the petition which the Council had forwarded to the Government of His Most Faithful Majesty in which a scheme for the establishment of a commercial school was proposed.

The Colonial Secretary, Dr. Alfredo Lello, who represented the Governor in his absence, also addressed the gathering. He controverted Mr. Basto's discourse, and affirmed that the Government of the Metropolis had for this Colony the highest predilection and sought to favour by all possible means its inhabitants.

He said that Macao was progressing; it has fine buildings the like of which no other Portuguese colony possessed. He assured his hearers that Government was not neglecting the question of public instruction in this city. For years the Government had been deliberating upon a scheme relating to education in the Kingdom. Dr. Lello was of opinion that the school project the Council had submitted was beset with serious difficulties.

Opium quotations are as follows:—

	Per picul
Malwa New	@ 1,010/-, 1,030
" Old	@ 1,010/-, 1,050
" Older	@ 1,010/-, 1,100
Oldest	@ 1,180/-, 1,200
	Per chest
Malwa New	@ 94/-
" Old	@ 930
Malwa New	@ 920
" Old	@ 905
Persian (Paper)	@ 1

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	Per chest
Malwa New	@ 94/-
" Old	@ 930
Malwa New	@ 920
" Old	@ 905
Persian (Paper)	@ 1

THE WEATHER.

The following report is from Mr. F. G. Firth, First Assistant of the Hongkong Observatory:

On the 10th at 11.55 a.m. the barometer has fallen much over Japan, and moderately over S. China. It is rising over the E. coast of China.

The depression is approaching the neighbourhood of Korean Straits and is moving Eastwards.

Pressure is highest over SE. Japan.

The monsoon is at present interrupted in the Formosa Channel but it will probably set in again strongly during the next 24 hours on that part of the coast. Light but increasing monsoon is indicated over the China Sea.

Forecast:—NE. winds, probably freshening; misty, probably some rain.

## M.M. BOAT ASHORE.

## WRECKED ON THE TONKIN COAST.

New has been received by Mr. Champeaux, agent of the Messageries Maritimes Company in Hongkong, that the Company's cargo steamer *Cao-Bang* is ashore at Kulao Rai, better known as Pulo Capon, on the Tonkin coast. The *Cao-Bang* was on a voyage from Marseilles to Haiphong and according to the accounts received it is feared she is likely to become a total wreck. She is stated to be lying at an angle of 30 degrees on the rocks. Mr. Champeaux communicated with the Salvage Company here, with the view of sending assistance to the vessel, but before coming to any decision on the point it has been decided to wait for further information. Two steamers are standing by the *Cao-Bang*. The usual trip is from Marseilles to Haiphong via Saigon, and apparently the vessel was on the last stage of her voyage outwards. The *Cao-Bang* is a vessel of 6,487 tons, and formerly belonged to the Compagnie Nationale. It may be added that the vessel must have been on the rocks for some days before information was received as to her position. The nearest telegraph station is at Tournane, some considerable distance from the scene of the casualty.

## COMMERCIAL.

## SHANGHAI SHARE MARKET.

Advices from Shanghai, bearing date 5th inst., state:—Business reported:—Shanghai and Hongkong Wharves at Tls. 232/- and Tls. 35/- for March. Tugs "Ord." at Tls. 57. Farnham Boyds at Tls. 121. Telephones at Tls. 54. Lane, Crawford and Co. at \$1.45.

Business done direct:—Shanghai and Hongkong Wharves at Tls. 232/- for March, and Tls. 35/- for April. Indo-Chinas at Tls. 68 for March. "Langkats" at Tls. 225 for March; Colonies at Tls. 17 for March.

## TO-DAY'S EXCHANGE.

## SELLING.

	SELLING.
London—Bank T.T.	2.0/-
Do. demand	2.0/-, 11/16
Do. 4 mon. hs. sight	2.1
France—Bank T.T.	2.57
America—Bank T.T.	4.93
Germany—Bank T.T.	2.09
India T.T.	1.52
Do. demand	1.53
Shanghai—Bank T.T.	71 1/2 nom.
Singapore T.T.	12 % prem. nom.
Japan—Bank T.T.	100
'ava—Bank T.T.	1.23
4 months' sight L/C	2.18
6 months' sight L/C	2.12
30 days' sight San Francisco & New York	50/-
4 months' sight	do
30 days' sight Sydney and Melbourne	2.62
6 months' sight France	2.62
6 months' sight	2.64
4 months' sight Germany	2.15
Bar Silver	30
Bank of England note	4 %
Sovereign	9.80

## BUYING.

	BUYING.
4 months' sight L/C	2.18
6 months' sight L/C	2.12
30 days' sight	50/-
4 months' sight	518
30 days' sight Sydney and Melbourne	2.62
6 months' sight France	2.62
6 months' sight	2.64
4 months' sight Germany	2.15
Bar Silver	30
Bank of England note	4 %

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ANTENOR"	10th January.
GLASGOW and LIVERPOOL	"SAINT BEDE"	11th "
GLASGOW and LIVERPOOL	"OOPACK"	13th "
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "

S.S. "Antenor" left Singapore on the 4th inst. p.m., and is due here on the 10th.

The Chartered S.S. "Saint Bede" left Singapore on the 3rd inst., and is due here on the 11th.

## HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANWERP	"IDOMENEUS"	16th January.
GENOA, MARSEILLES & L'POOL	"PAK-LING"	20th "
AMSTERDAM, LONDON & ANWERP	"STENTOR"	30th "
GENOA, MARSEILLES & L'POOL	"SAINT BEDE"	13th February.
AMSTERDAM, LONDON & ANWERP	"PATROCLUS"	20th "
AMSTERDAM, LONDON & ANWERP	"ANTENOR"	27th "

\* Taking Cargo for Liverpool London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"NINGCHOW"	24th January.
NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	24th February.

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	25th January.
For Freight, apply to	"OANFA"	26th February.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th January, 1906.

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## CHINA NAVIGATION CO., LIMITED.

## FOR STEAMERS TO SAIL

AMOY, MANILA, CEBU and ILOILO	"KAIFONG"	11th January.
SHANGHAI	"KASHING"	11th "
MANILA	"TEAN"	16th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILLE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th January, 1906.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th Jan., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 20th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,  
GENERAL MANAGERS.

Hongkong, 6th January, 1906.

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## HONGKONG NEW YORK.

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STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast.)

About

For Freight and further information, apply to

SHEWAN, TOME'S & CO.,  
General Agents.

Hongkong, 23rd December, 1905.

[8]

FOR HOTEL COMFORT AND THE BEST BILLIARDS  
GO TO THE

KOWLOON HOTEL.  
Cable Address—“Chef.”

J. W. OSBORNE,  
Proprietor and Manager.

[13]

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain T. AUSTIN, R.M.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays, at 8:30 A.M. Departs from Macao on Week Days, at 2:30 P.M. and on Sundays, at 3:30 P.M. If tide permits.

FARES—Week Days, 1st Class, including Cabin and servant, Single, \$3; Return Ticket, \$5; and Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an "Excursion" at the following rates—1st, and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tea and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket, will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.  
Hongkong, 2nd January, 1906.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons. Captain

"KWONG CHOW" ... 1,309... T. R. MEAD.

"KWONG TUNG" ... 1,258... H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals ..... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

[18]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For Steamship On

MANILA ..... "LÖNGSANG" ... FRIDAY, 12th Jan., 4 P.M.

KOBE ..... "CHUNSAM" ... SATURDAY, 13th Jan., 3 P.M.

SHANGHAI ..... "TAISANG" ... MONDAY, 15th Jan., 4 P.M.

SAMARANG and SOURABAYA ..... "FAUSANG" ... TUESDAY, 16th Jan., 3 P.M.

S'GAPORE, PENANG & CALCUTTA ..... "KUTSAM" ... TUESDAY, 16th Jan., 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 10th January, 1906.

[6]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## FOR PORTLAND, OREGON,

## OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Captain T. AUSTIN, Tons. To Sail at Daylight on

"NUMANTIA" ..... 4,370. Feldtmann ..... January 11th, 1906.

"ARABIA" ..... 4,483. Metzenthin ..... January 31st, 1906.

"ARAGONIA" ..... 5,198. Ernst ..... Wagemann .....

"NICOMEDIA" ..... 4,370. The S.S. "Numantia" arrived at Yokohama on the 1st instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, 28th December, 1905.

[129—G]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FOR MARESILLES, HAVRE, ANTWERP (DIRECT),

Taking Cargo to LONDON with prompt transhipment at M

**"KNIGHT COMMANDER" INCIDENT.****DISSATISFACTION IN SHIPPING CIRCLES.**

Considerable dissatisfaction is felt in shipping circles in England at the decision of the Admiralty Court at St. Petersburg, in dismissing the appeal against the decision of the Vladivostock Prize Court in the case of the British steamer *Knight Commander*. The decision of the latter Court has been upheld, justifying the sinking of the steamer, which took place almost in sight of Yokohama in August, 1904. The British Foreign Office has not concealed its view of the case—the sinking was publicly described by Lord Lansdowne as an "outrage"—but it was held that diplomatic pressure could not be exercised until after the legal remedies had been exhausted. Now that they have failed, one may hope that, as Sir C. Hardinge, who is fully acquainted with the details, is about to leave St. Petersburg Embassy for the Foreign Office, the case will not be allowed to be forgotten. The question is whether a belligerent can at pleasure or convenience sink a neutral steamer sailing from a neutral port with, generally, a non-contraband cargo, and refuse to pay for the damage done. Even if contraband is on board—in this case the *Knight Commander* had bridgework and railway trucks—even if it could be proved to be for military use, it would seem to be no more than ground for seizure and trial, instead of justification for sinking the vessel and all the innocent cargo carried.—*L. & C. Express*.

**THE VACCINATION CAMPAIGN****IN BANGKOK.**

The Serum Department is now busily engaged in the vaccination campaign, and from present indications at least 250,000 persons will be vaccinated this season, as against 150,000 last. It is only a question of time when any serious epidemic of small-pox will be impossible in this country. Attention has been called to the fact that many epidemics start among the unprotected coolies coming here from China, and it has been suggested that they should be vaccinated on arrival at the same time as they are examined at the Quarantine Station by the medical officer there.

One great advance has been effected in obtaining a rule prohibiting any person from vaccinating unless he has been examined, and found competent. Up to the present time the Board of the Hospital Department has issued 126 certificates. This should effectually put a stop to vaccinating with small-pox virus, pus from ulcers, or resin from trees, as has so often been done in the past with the result of making the people lose faith in vaccination.

The great result that can be obtained was shown last year at Taichin. There, after 135 children had died of small-pox inside of thirty days, the vaccinators sent down by the Department vaccinated practically the whole community, with the result that the epidemic was stamped out, there being not another new case after a few days.—*Bangkok Times*.

**WATER RETURN.**

Level and Storage of Water in Reservoirs on the 1st January.

**LEVEL.**

1905.	1906.
Tytam...	10' below
Byewash...	2' below
Pokfulam...	2' below
Wong-nai...	45' below
Total.....	1905. 1906.
Tytam.....	306,200,000 231,440,000
Byewash.....	nil. nil.
Pokfulam...	35,080,000 18,300,000
Wong-nai-cheong...	nil. nil.

**STORAGE GALLONS.**

1905.	1906.
Tytam...	1,180,000 249,740,000
Byewash.....	nil. nil.
Pokfulam...	115,136,000 113,799,000
Total.....	326,500 231,300

**Consumption per head per day.** 16.4 15.8 gallons.

Intermittent supply Eastern District from 15th Dec., 1905.

Constant supply during the whole month of Dec., 1904.

Consumption of Water in Kowloon Peninsula during the month of December.

1904. 1905.

Consumption...	1,371,000 15,225,000
Estimated population...	71,500 26,850

Consumption per head per day.

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,  
Water Authority.

**Shipping.****Arrivals.**

Caledonien, Fr. ss., 2,340, Gregory, 9th Jan.—Marseilles 10th Dec., and Saigon 6th Jan., Mails and Gen.—M. M. Zafiro, Br. ss., 1,618, R. Hodger, 9th Jan.—Manila via Amoy 5th Jan., Gen.—T. & Co. Brand, Nor. ss., 1,510, H. Folkestad, 9th Jan.—Chinkiang 4th Jan., Gen.—S. W. & Co. Coningsby, Br. ss., 2,157, Chas. E. Topp, 9th Jan.—Calcutta 21st Dec., Coal.—Order. Thyra, Nor. ss., 2,410, H. Berger, 9th Jan.—Kuchinotu 4th Jan., Coal.—M. B. K. Quito, Br. ss., 2,151, S. Shatto, 9th Jan.—Newcastle (N.S.W.) 17th Dec., Gen.—Order. Kutsang, Br. ss., 3,109, R. C. D. Bradley, 9th Jan.—Calcutta 24th Dec., Penang and Singapore 3rd Jan., Gen.—M. & Co. Ningpo, Br. ss., 1,229, Eddy, 9th Jan.—Chinkiang 4th Jan., Oil.—E. & S. Clearance at the Harbour Office.

Caledonien, for Shanghai, Longman, for Shanghai, Ningpo, for Canton. Empress of China, for Shanghai, Arrivato Apac, for Singapore. Castor, for Foochow.

**Departures.**

Jan. 10.  
Empress of China, for Vancouver, Caledonien, for Shun, etc., &c. Triumph, for Swatow. C. D. Diderichsen, for Holhov. Hercules, for Kuchinotu. Helias, for Canton. Doris, for Canton. Brand, for C. I. T. Arrivato Apac, for Calcutta, Longhang, for Manila. Hanghang, for Shanghai. Ningpo, for Canton.

**Passenger arrived.**

Per Zafiro, from Manila—Mrs. F. J. Macondray, Miss Fuzile Macdonay, Mrs. C. Perez, Messrs. M. P. Ching, S. C. Luman, July, and 6 Chinese. From Amoy—1 Chinese.

Per Caledonien, for Hong Kong from Marseilles—Mr. and Mrs. Vialla, From Aden—Chinese. From Colombo—2 Chinese.

Per Arkona Apac, for Calcutta, Longhang, for Manila. Hanghang, for Shanghai. Ningpo, for Canton.

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## Notices.

## THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:—  
PRIME AUSTRALIAN BEEF,  
MUTTON, LAMB, PORK AND VEAL,  
DAIRY FARM FED PORK.Australian Oysters, 1/4 doz. bottles \$1.00 per bot.  
" " " 5 " " 1.00 per bot.

Australian Smoked Mullet ..... 50 per lb

do do Schappert ..... 50

Bacon, Best Eng. ..... 75

Bacon, Best Aust. ..... 70

Carno' Meat Extract, 2 oz. ..... 70 per pot.

do do 4 oz. ..... 1.25

Capons, Dairy Farm Fed (dressed) ..... 1.05 each.

Chickens ..... do do 75

Chickens' Livers ..... 0.40

Chicken' Gizzards ..... 0.40

Ducks, Local (dressed) ..... 0.65

Ducks, Wild ..... 0.75

Geese, Local (dressed) ..... 1.50

Hares, Australian 1st Grade ..... 1.40

Ham, Best York ..... 0.70 per lb

Ham, Australian, "Pineapple Brand" ..... 0.65

(3cts extra per lb for Ham if cut).

Honey, Best Aust. ..... 0.60

Kidneys, Australian Sheep ..... 0.05 each

Oysters, American (large size, in

tins) ..... 2.50 per tin

Partridges, Local ..... 0.75 each

Pigeons, Local ..... 0.25

Pigeons, Wild (dressed) ..... 0.20

Rabbit, Australian 1st Grade ..... 0.65

Rice Birds ..... 1.00 per doz.

Sausages, Australian Fritz ..... 0.60

Sausages, Owl's Mate (of Australian Meats) ..... 0.25

Tongues, Australian Sheep ..... 0.20 each

Turkeys, Choice Australian (plucked) ..... 0.70 per lb

## SPECIAL NOTE.

Orders required to be filled in the Early Morning should be sent in before 3:30 P.M. the previous day.

Orders for NOON should be sent in by 8:00 A.M. the same day.

Orders for 3:30 P.M. should be sent in by NOON the same day.

Hongkong, 5th January, 1906.

Make your

XMAS

AND

NEW YEAR'S

PURCHASE

FROM

## A. CHAZALON &amp; CO.,

6, Queen's Road, Central.

Just Received

A Select Assortment of ENGLISH and FRENCH Confectionery from the best makers of London and Paris.

MARRONS GLACES  
FONDANTS FOURRES  
PRALINES  
DIRAGEES  
PATES PECTORALES  
NOUGAT  
PAPILOTTES  
CRYSTALLISED FRUITS

AT MODERATE PRICES.

ALSO  
ASSORTMENT FRENCH BISCUITS, CHAMPAGNE, PORT WINE, SHERRY, LIQUEURS, BRANDY, WHISKY, &c., &c., from the most renowned Houses in France and other foreign countries.

Hongkong, 11th December, 1905.

[1225—D]

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS,

OR  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY \* \* \*

82.50

20.00

16.75

WHISKY, PALL MALL

20.00

JOHN WALKER &amp; SONS' OLD HIGHLAND

12.50

C. P. &amp; CO'S SPECIAL BLEND

10.50

PORT WINE, INVALIDS

20.00

DOURO

13.75

SHERRY, AMOROSO

20.00

LA TORRE

16.00

BENEDICTINE, B.O.M.

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

## SIEMSSSEN &amp; CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

[43]

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## DEPOT

## GENERAL HOUSEHOLD

## FOR

## REQUISITES,

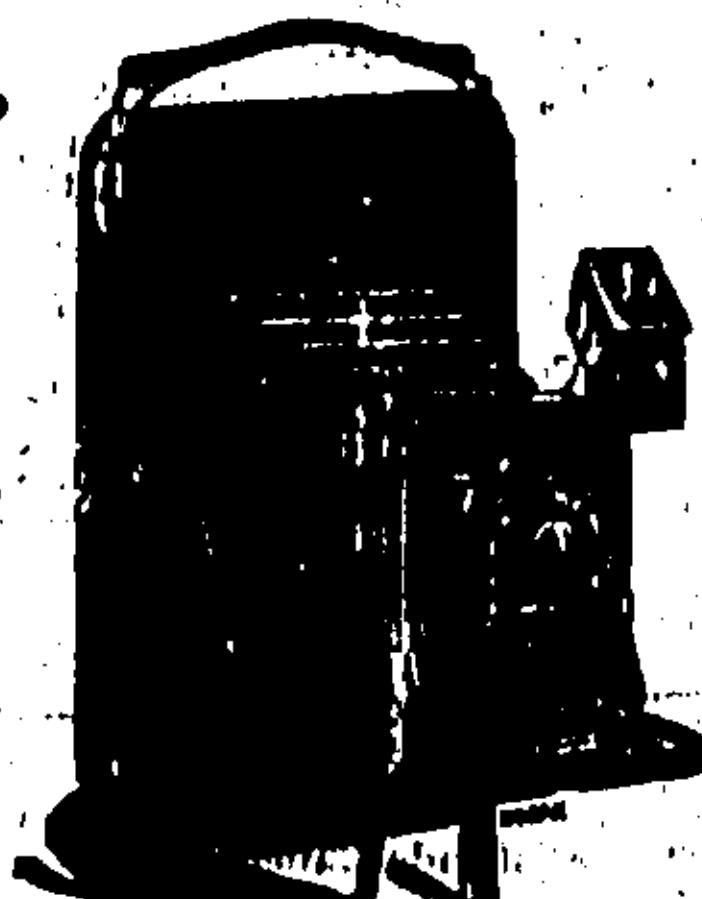
## EASTMAN'S

&amp;c., &amp;c., &amp;c.

## KODAKS, FILMS,

## AND

## ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 10th May, 1905.

[49]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTER. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$2,500,000 \$250,000	\$1,702,728	{ \$1.15/- @ exchange 1/10 = \$18.66.67 for first half-year 1905	5 %	{ \$80 sales London Loss \$38 buyers
National Bank of China, Limited	99,025	\$7	\$5	\$200,000	\$4,268	\$2 (London 3/6) for 1905	...	...
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$30	{ \$1,600,000 \$147,895	\$211,540	\$20 for 1904	61 %	\$330
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$50,000 \$169,215 \$202,435 \$266,955	Nil	\$4 for year ended 30.6.1905	51 %	100 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	{ \$1,000,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	51 %	Tls. 95
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$10,000	\$1,330,112	\$4 in 1904	51 %	1730
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$10,000	\$286,284	\$12 and \$3 special dividend for 1903	81 %	\$170
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$2,000,000 \$218,003	\$329,017	\$6 dividend & \$1 bonus for 1903	8 %	100 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$360,372	\$34 for 1903	101 %	\$32
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904.	51 %	\$20 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000	Nil	\$3 for year ended 30.6.1905	91 %	\$37 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$145,376	18,04	\$1 for first half-year 1905	8 %	\$25 buyers
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$241,150	\$4,435	12/- @ 1/10 = \$29.51 for 1904	7 %	\$93 sales
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 43,762	Interim of Tls. 2 for 1905	8 %	Tls. 58 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$400,000	107,815	Interim of Tls. 1 for 1905	8 %	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$2,414,12	41,442	1/4 (Coupon No. 6) for 1905	23/6	...
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$85,000	\$929	\$1.80 for year ending 30.6.1905	54 %	\$32
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000	\$21,231	\$10 for 1904	7 %	\$149 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$195,479	Tls. 4,333	Interim of Tls. 2 for 1905	91 %	Tls. 35 buyers
<b>PLANTERS.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$150,000	\$42,812	Interim of \$10 for 1905	10 %	\$205
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,987	\$3 for 1897	...	100 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,733	Tls. 24 for year ending 30.9.05	...	Tls. 62
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	{ \$80,000 \$26,811	\$13,355	Final of 1/- (No. 5)	...	Tls. 9 sales
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$672,093	Final of 50 cents making G \$1 for 1905	...	G. \$61
Praub Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$1	\$8,745	No. 12 of 1/- = 48 cents	...	\$44 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 121 ex div.
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	53/75 for 1904 on old capital	...	25 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.								